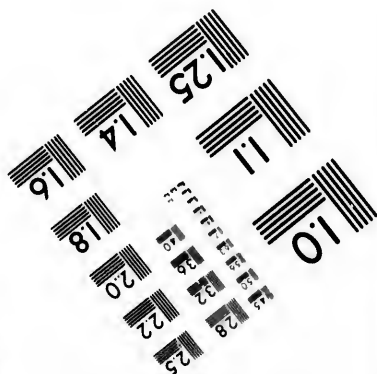
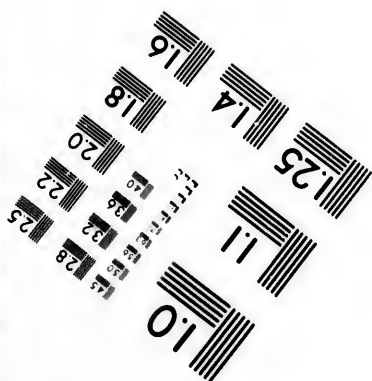
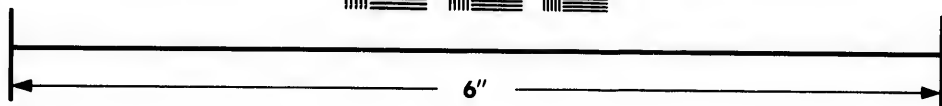
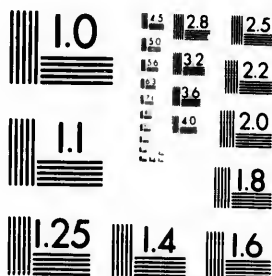


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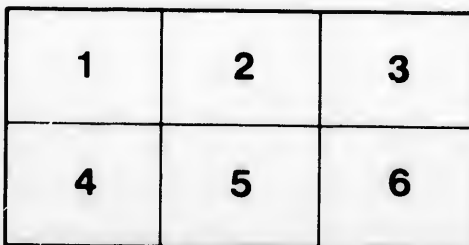
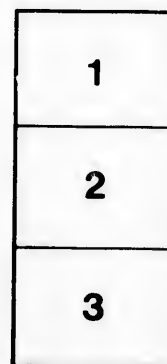
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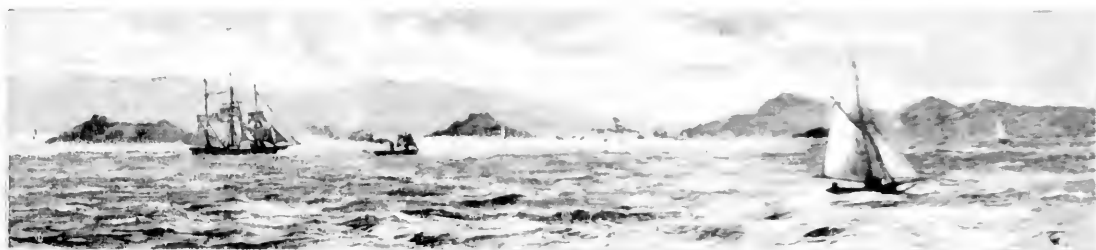
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The Tour of the Princess Louise and the Marquis of Lorne

FROM SKETCHES BY

HIS EXCELLENCY THE MARQUIS OF LORNE, K.T., GOVERNOR-GENERAL OF CANADA



AN FRANCISCO BAY, FROM THE GOLDEN AGE



THE GOLDEN AGE, AN FRANCISCO BAY, LEAVING THE BAY OF SAN FRANCISCO, CALIFORNIA



GOVERNMENT HOUSE, THE KEY, SEATTLE, WASHINGTON



MOUNT BAKER AND SAN JUAN ISLAND AS SEEN THROUGH A FIELD GLASS FROM GOVERNMENT HOUSE, SEATTLE, WASH.

of the Nass and Skeena Rivers are the principal inducements to settlers; but saw-mills are also being established even as far north as Lillooet. The Nass falls into Fortland Inlet, at the boundary between Alaska and British Columbia. Twelve miles from its mouth is the principal fishery station, and some miles further up is a missionary station and an Indian village, the approaches to which are formed by the compact sawmill from the saw-mills. The Skeena River discharges into Port Islington, about fifty miles to the south of the Nass. The fishery here gives employment to large numbers of Indians as well as white fishermen, who think nothing of catching in two days enough fish to produce 50,000 lbs., weighing 4 lb. each. The Indian women are employed in the manufacture of the nets. The River Skeena is navigable by large steamers, and the Nass has been so-called by them for twenty-five miles.

A MODEL MISSIONARY STATION

At the mouth of the river is the important missionary station of Metlakathla, with a population of over a thousand, founded a few years ago by Mr. Duncan, and now ably conducted by him, with the assistance of the Rev. Mr. Colclough and his wife. Besides a saw-mill, a tanner's shop, a carpenter's shop, a hair-dresser, and a cooper's yard have been established, where the different trades are efficiently carried on by Icel men and whites alike. There is a school, accommodating 150 to 200 children, as fine, healthy, neat, and well-maintained as one would wish to see. Besides all this is a church, capable of seating 1,200 persons, entirely built by native labour.

BACK TO THE FRASER RIVER

This outlying and sparsely inhabited district, however, must first occupy our attention to the exclusion of that portion of the Province in which the interests of the Dominion and of the Empire are most immediately centred. The above description of them will show what vast resources still await development when the railway shall have opened up the more accessible districts directly illustrated in our sketches. We must, however, on our way back, take a peep up the River Homathco, which falls into Fife Lake, already referred to. Mr. Smith, one of the Surveyors of the Pacific Railway Survey Department, thus describes the canyon of the Homathco, thirty miles from the head of the Inlet:—"The scene here is awfully sublime. The towering rocks, thousands of feet high; far above these, again, the snow-capped peaks, crowned by huge glaciers; and in a deep gorge beneath a mountain torrent, whirligig, foaming, roaring, and large boulders arising in motion, mattering, gunning like troubled spirits, and ever and anon striking on the rocks, making a report like the booming of distant artillery. But with all this wildness there is the fresh beauty of vegetation. Wherever there is a crevice in the rocks large enough to hold a few inches of soil, trees are growing and wild flowers blooming."

If the Canadian Pacific Railway does nothing else it will confer a boon upon the traveller and sportsman, the big bear and antelope, by bringing within easy reach these wondrous scenes of beauty.

THE CARIBOO GOLD FIELDS

The Homathco, as well as the Fraser, abounds in mines of commodities from the sea and the deluged gold fields of Cariboo, discovered in 1827. In the last twenty years these gold fields have yielded some eight millions sterling of gold, but they have not added one iota to the wealth of the country. Men rushed thither to make their fortunes; made them, and returned to San Francisco, or died in the excesses, which the sudden acquisition of wealth led them into. Though each individual miner on the field now earns at least 250, to 300, a year, clear profit, on an average, there are probably two or three men steadily working there than ever. Probably there are not more than 2,000 miners there now, although from every sandbank gold can be scooped up, and there is probably far more of the precious metal left in the abandoned claims than has been earned away.

Fortunately British Columbia has never been the scene of the degraded outcrops and lynchings which formerly gave the mining districts of California such a bad name. Law and order are observed by all classes in marked contrast to the state of things once existing across the United States border.

THE FRASER VALLEY AND THE RAILWAY

The existence of a railway, and the consequent facilities for forwarding even the distant Cariboo Gold Fields with regular supplies of food and clothing, and for developing the other resources of the country, would no doubt have enabled the colony to derive much greater advantage from the gold fields than has been the case. The Fraser itself, on whose valley the earliest discovery of gold took place, carried the name of the "Clear River," owing to the excitement which the discovery created, and the extraordinary "rush" that followed, and the subsequent rush out, which ensued. But the gold fields alone would never have been sufficient inducement for the Dominion to undertake the construction of the railway across the Rocky Mountains and through the hills and across the gorges of British Columbia. The fostering of the permanent industries of agriculture, of coal and iron mining, and of fishing was one of the principal objects in view, and to them the railway must look for the sources of its traffic.

The lower Fraser valley we shall presently follow, in company with the Marquis of Lorne, on artistic thoughts intent. Let us here look at its agricultural and commercial capacity. The lower valley of the Fraser, for about fifty or sixty miles in length, is a lovely, fertile plain, beautifully watered, watered by innumerable streams and lakes, and with a soil varying from a deep black vegetable humus to a light brown loamy earth. Any crops in the world will grow here. The plains are covered with a dense growth of natural grass called bunch grass, which possesses highly nutritious qualities, and keeps cattle in excellent condition throughout the whole winter. Already stated, grapes and corn, and European fruits and vegetables of all kinds will flourish, while the timber supplies are in every sense magnificent. This valley, with the great and beautiful valley of the Okanagan, lying to the eastward, immediately south of Lake Shuswap, will be directly opened up by the railway, which passes through them; and French lands will, no doubt, eventually tandy through all the more favoured parts of the colony. The great plain of Chelintin, lying further north-west, and watered by a tributary of the Fraser of that name, is another magnificent stretch of agricultural country, which cannot long be left without railway

communication when once the most liberal growth of population demands a greater supply of vegetables, grain, and meat.

The whole length of the Fraser itself is about 700 miles. By extreme upper portion, carrying through rocky gorges, is a strong contrast with the middle portion of its watershed, which is less mountainous, and this again with the plain just described. The Thomson River, referred to in the sketches, joins it at Lytton, at the lower valley, having itself passed through a valley of wonderful fertility, and of even greater beauty than that of the Fraser. The valley of the Thomson, indeed, may claim to be, for richness of scenery, one of the most beautiful in the world.

KICKING HORSE PASS AND THE RAILWAY

KICKING HORSE PASS is the not very euphonious name of the opening of the Rocky Mountains through which the railway is to pass. It is situated in 51 deg. N. latitude, and 117 deg. W. Longitude close to the source of the Bow River. All the other alternative routes suggested pass considerably to the north, the points in favour of that finally selected being that it is shorter than the others; that it is farther south; that it passes over lower ground; and that it opens up the richest agricultural districts. From Kicking Horse Pass the railway will proceed in a westerly direction twice across the Columbia, which river here takes a right about bend to Lake Shuswap at the head of which will pass the town of Selkirk. From here it proceeds along the valley of the south Thomson River to Kinsolows, at the junction of that stream with the main lower Thomson coming from the north. Hence to Yale, a distance of 127 miles, the line will pass through a splendid agricultural country. This section is already under contract, and twenty-five miles of the distance have already been completed, commencing at Emory Bar, just below Yale. From Yale to Port Moody, the final stage of the westward journey, is another stretch of ninety miles. The sketches of His Excellency the Marquis of Lorne give a good idea of the physical difficulties to be contended with in the construction of the line.

When complete, the railway will furnish uninterrupted communication entirely through British territory, from the Atlantic to the Pacific, the total distance from Burnard Inlet to Ottawa, the capital of the Dominion, being 2,750 miles. Thence to Montreal is 112 miles more. Besides being shorter than the American line, it will have the advantage of crossing the Rocky Mountains at a much lower altitude, and of traversing generally for this reason a warmer, although a more not being, country.

A great project is being on foot, which the completion of this line will probably bring into actual operation, to unite the railway now building in Newfoundland with the Inter Colonial Railway by means of a great railway running across to Cape Breton Island, and the latter line again on the same way with the Pacific Railway at Montreal, and thus practically afford uninterrupted railway communication from St. John's on the extreme east to New Westminster on the extreme west. The gauge of the railway is 4 ft. 8 1/2 in.

THE CLIMATE OF BRITISH COLUMBIA

A word as to the climate of this Western Province of the Dominion, situated on the east by the Rocky Mountains, and on the west by the Pacific Ocean, and lying, notwithstanding its mountainous character generally lower than the country on the other side of the Rockies, the climate of the country is much more temperate than Montreal or the adjoining States of the American Union, especially in the central or southern portion. Here the fogs are never frozen, and the snows last but for a short period. On the upper part of the Fraser River the weather is capricious, and the winter cold, but when spring comes, as in 1899, some or later, it comes for good, and "Winters lingering, do not let the lap of May, as it softens the case with us. As yet the headwaters of the Columbia the climate is milder; extremes are rare, and the snow melts as it falls. Drawing nearer to the coast, but still east of the Cascades Range, the climate becomes hotter and drier in summer and colder in winter. West of the Cascades, and in Vancouver, the thermometer seldom rises over 50 deg. in the hottest summer day, or falls below 20 deg. in winter. The summer is beautiful, delightful, no words can convey to ordinary English ears a sense of the deliciousness of the summer months here. Further north, towards the coast opposite the Queen Charlotte Islands, the humidity is greater and rain more frequent. A warm current of water flows down the coast, conveying heat and moisture, just as the Gulf Stream keeps the western shores of England, Scotland, and Norway so much warmer than their latitude would otherwise enable them to be. The vapours are carried by the winds to the mountain side, where they are condensed and fall in rain or fog, fertilising the valleys and supporting the magnificent verdure and vegetation of the country.

THE FUTURE OF THE COLONY

We have not space to refer in detail to the fauna of the country—the deer, the elk and caribou, the buffalo and bear, the marten, mink, beaver, and other fur-bearing animals, the geese and ducks, grouse, snipe, and ptarmigan, which make the country a trapper's and a sportsman's paradise. But these should not be entirely omitted from a sketch of the capabilities of this distant province of the British Empire, long neglected and little appreciated. Nine years hence British Columbia will be able to celebrate the hundredth anniversary of its formal annexation by Captain Vancouver in the name of George III. If it cares to celebrate the event at all, it will be able to do so, with its rays, as we trust, complete, in a manner which shall afford a striking contrast of its future hopes with its past oblivion.

It is only a quarter of a century since the sudden increase of population caused by the "gold fever" induced the English Government formally to erect the country, until then a monopoly—a salt lake—in the hands of the Hudson's Bay Company, into a colony. Even now the population, including 20,000 Indians, does not exceed 50,000, but the exports last year amounted to a value of over a million sterling. What may we not expect of the country when the railway has opened its gates to immigration, and brought the markets of the world within reach of its produce? With the great future which the country has before it, no British official is likely to repeat the opinion of it expressed by the brother of a past Premier, who, forty years ago, declared that "the country was not worth a —, for the salmon wouldn't take a fly!" Rather will

the representatives of the Government be encouraged to follow the example set by Lord Dufferin, and acted upon by his distinguished successor in the Governor-Generalship, and not only to make themselves personally acquainted with all parts of the Dominion, but also to popularise a knowledge of its capabilities.

OUR ILLUSTRATIONS

THE series of illustrations which we publish this week, from sketches by the Marquis of Lorne, K.T., G.C.M.G., represent the salient features of the country traversed by His Excellency and H.E.C.H. the Princess Louise, Duchesses of Lorne, on their recent visit to British Columbia. We may observe here that His Excellency's original sketches are admirable—quite equal to those executed by professional artists. The importance of the Canadian Pacific Railway now being constructed across the Dominion could hardly be illustrated more forcibly than by the fact that the Governor-General and party were obliged to make a detour through the United States, and to reach the capital of British Columbia by way of San Francisco.

San Francisco is a city of handsome streets and shops, but confined by high and bold hills rising above it, and the country around, except white verdure is produced by irrigation, looks very dry and hot. A cold wind blows here all the summer in the afternoon, however. San Francisco lies at the north-eastern extremity of the southernmost of two tongues of land which, separated only by the narrow strait known as the "Golden Gate," form the western boundary of the Bay of San Francisco—the grand estuary into which fall the Rivers Sacramento, San Joaquin, and other streams rising in the Sierra Nevada, among the wonderful beauties of the Yosemite Valley and the Tuolumne Canon, and beneath the shade of those giants of the forest known as the "Big Trees" and the Mariposa Grove. Across this estuary a magnificent view is obtained from the City of San Francisco, with Monte Diabolo rising some 4,000 feet above sea level, and towering over the wooded slopes of the favourite suburban residence of Oakland, on the opposite side of the Bay. The city is a regularly laid out, the streets being broad, and crossing each other at right angles. The site was originally exceedingly irregular, but most of the ridges have been levelled. Telegraph Hill, however, at the north-eastern end of the town, 300 feet high, overlooking the Golden Gate, Russia Hill, 600 feet high, on the west, and Lion Hill, 120 feet high, in the south-west, present a prospect of vantage from which to gaze on the city below. Twelve-and-a-halfty years ago, before the discovery of gold, Fremont did not contain 1,000 souls. Two years of the gold fever increased its population thirty-fold, and then it was a hotbed of profligacy, and the resort of the most desperate characters in the world. Now it is a well ordered city of close on 200,000 inhabitants, doing an enormous trade with the West—or rather should we say with "the East," as we know it by sea, and with the Atlantic seaboard and the interior by rail. The city boasts several fine buildings. Perhaps the most ambitious of all is St. Patrick's Cathedral, with a spire 230 feet high, near the southern end of the city, in Mission Street. A mile and a half to the south, on the outskirts of the city, is Mission Hill, the most ancient building in the place, built of adobe brick, and founded in 1776. Near the centre of the town, bordering on Market Street, is Yerla Buena Park, with the new City Hall; close by is the new Mint, a fine building. Further up Market Street are the Merchants' Exchange and Custom House, the Mechanics' Institute, with a library of 30,000 volumes, and the Mercantile Library, St. Mary's Roman Catholic Cathedral, with a spire 200 feet high, two or three more chapels and churches, and the Scotch, Irish, or Jewish Synagogue, the interior of which is worth seeing, are near by. The Chinese quarter of the city, with its temples, Chinese theatres, opium cellars, and gambling halls, is worth visiting. Near here are the Plaza at one corner of which stands the Hall of Records, formerly the Horatio Gauding Hall—and Washington Square. The customs of the city afford many fine views. An immense sea-wall, 8,340 feet long, has recently been built, while a drive to Point Lobos, on the open Pacific, overlooking Seal Rock, upon which hundreds of seals may be seen dispersing themselves, opens up many points of interest. The lighthouse on the Farallones Islands, thirty miles distant in the ocean, can be seen from here.

With the natural advantage of an almost unrivalled marine position, and with immense resources, mineral and vegetable, in the neighbourhood, and with the further advantage of direct communication by rail with the surrounding country, and with the Atlantic seaboard, San Francisco offers a picture of what Victoria or New Westminster may not unreasonably expect to become, when the great work of constructing the Canadian Pacific Railway shall have been completed. In the second sketch H.M.S. *Coma* is seen leaving the harbour, accompanied by the courteous General McDowell, who commanded in September the Military District in which the city lies, and by whose orders the great new fort on Yerla Buena, or Goat Island, at the mouth of the harbour, fired a salute from her heavy guns as the *Coma* steamed by. Nearly twelve degrees, or 750 miles, to the north of San Francisco is the Strait of San Juan de Fuca, the entrance to a second great natural harbour, which must eventually be to British Columbia and the rest of the Dominion of Canada what the Bay of San Francisco is to California and the United States. Separated from the mainland on the south by these Straits, and on the east and north-east by the Strait of Georgia and Queen Charlotte Sound, lies Vancouver Island, at the south-eastern extremity of which is the City of Victoria, the political and ecclesiastical capital of the Province of British Columbia. At present it is the most important town in the Province, with a population of 7,000, but it is likely to be closely run in the race for pre-eminence on the western seaboard of British North America by its opposite neighbour, New Westminster, situated about seventy miles distant, on the mainland—and with that more anon. The city is delightfully situated, with the small inner harbour immediately below it, while above is an extensive lake, formed by a broadening of the river, on which the town is built. The foliage of the beautiful evergreens and the lawn-like stretches of emerald green banks afford a striking combination of the scenery peculiar to both tropical and temperate climates, while the rocky promontories and the snow-capped range in the background,



THE TORR OF THE PRINCESS LOUISE AND THE MARQUIS OF TORNE
BY THE MARQUIS OF TORNE, K.T., GOVERNOR-GENERAL OF CANADA

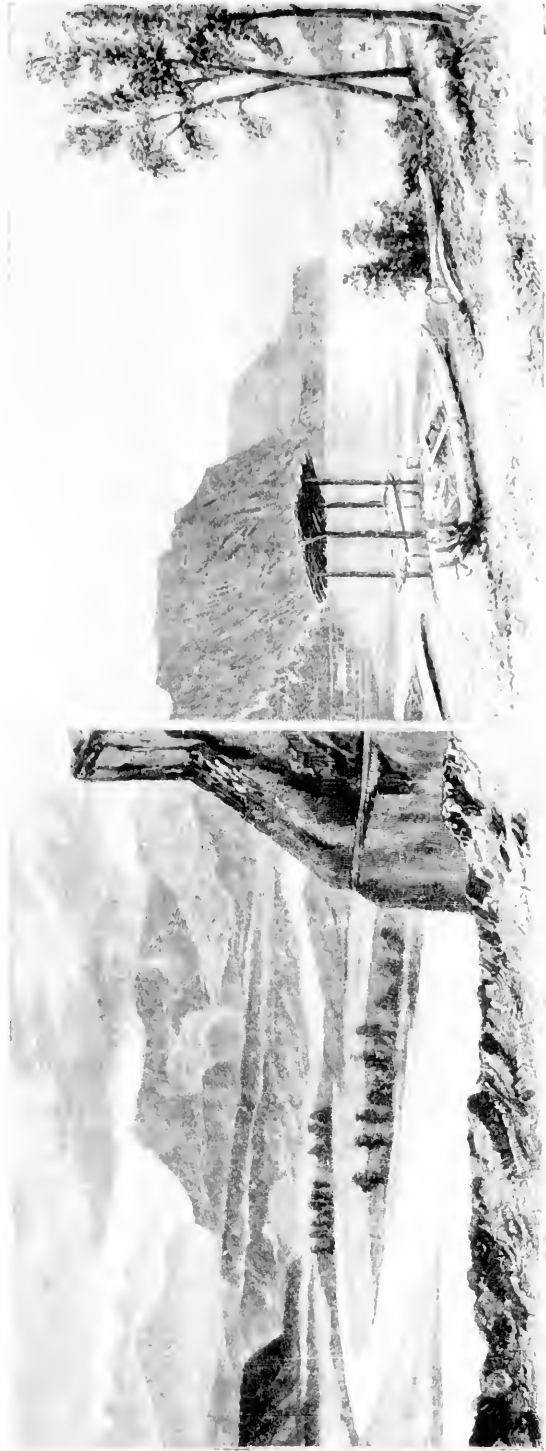


FIG. 1. THE SIDE OF MOUNT EVEREST.

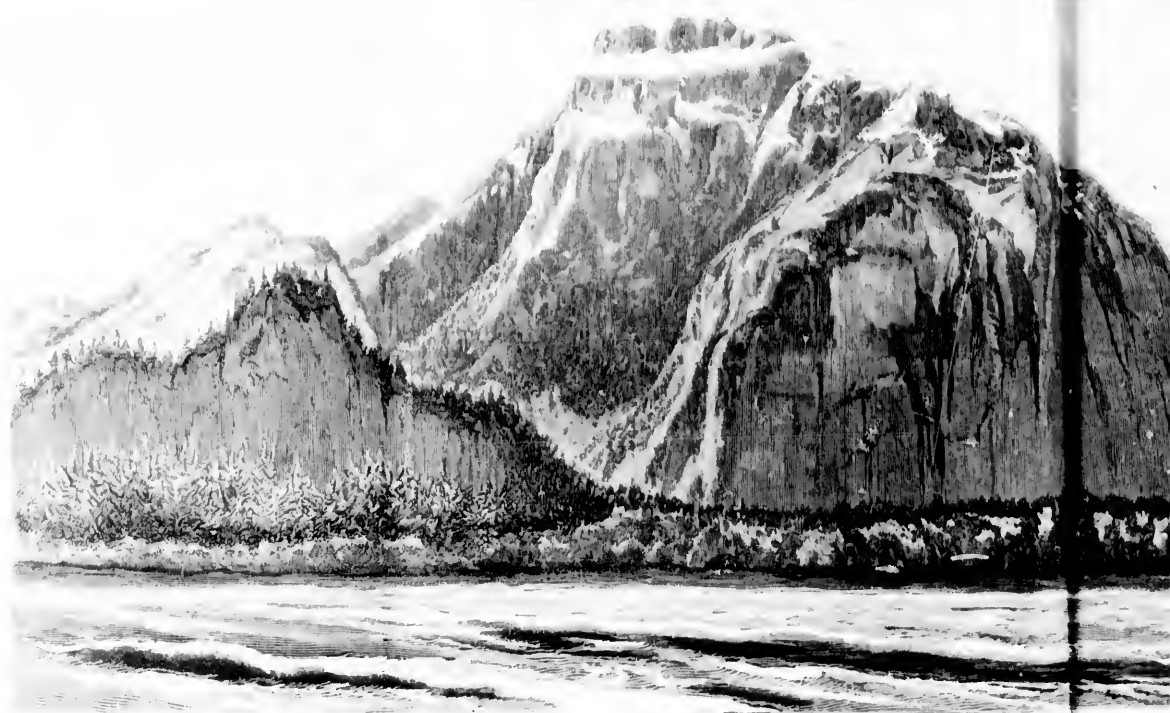


THE VILLAGE OF MAMLOOTS AT THE CONFLUENCE OF THE NORTH AND SOUTH THOMPSON RIVERS.

FIG. 2. THE CONFLUENCE OF THE NORTH AND SOUTH THOMPSON RIVERS.

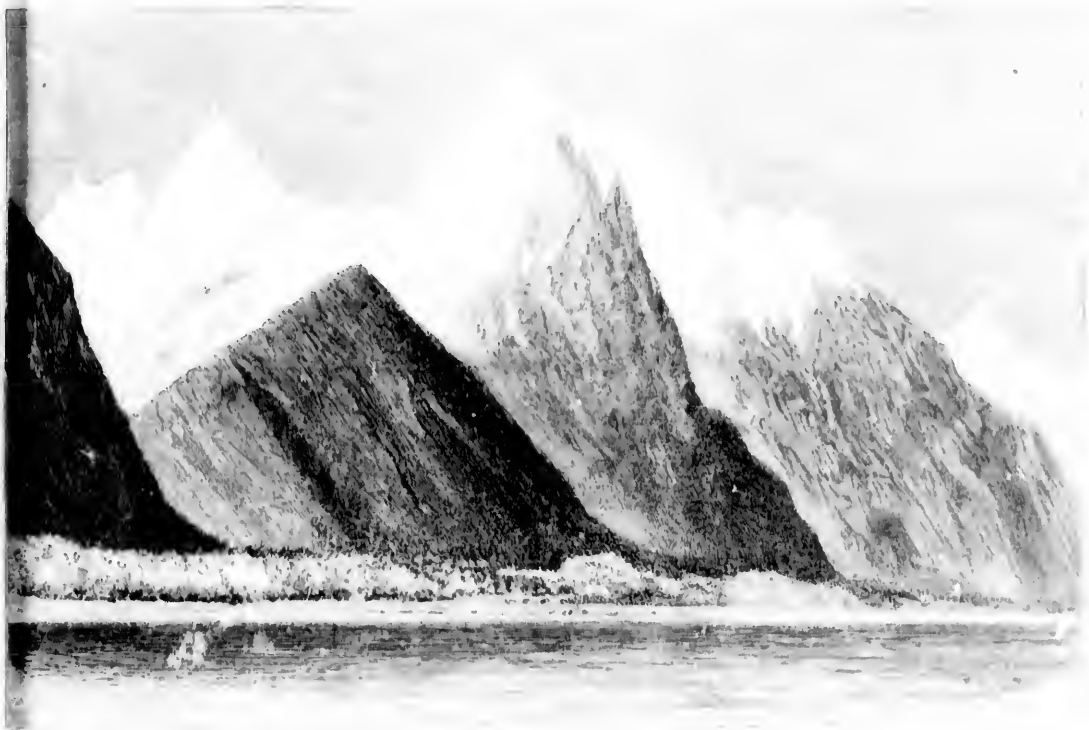


THE FINE BIFURS AND A REACH OF THE FRASER RIVER



MOUNT HOPE, ON THE FRASER

THE TOUR OF THE PRINCESS LOUISE
FROM KETICU BY HIS EXCELLENCY THE MARSHAL OF CANADA



THE PEAKS OF THE FLOWERS



MOUNT HOPE, ON THE FRASER RIVER

S. LOUISE AND THE MARQUIS OF LORNE

BY THE MARQUESS OF LORNE, K.T. GOVERNOR-GENERAL OF CANADA



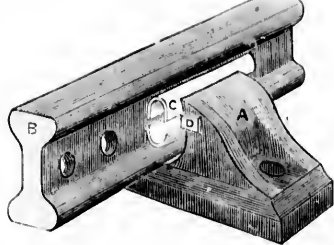
THE READER.—By Henry Seidel Canby. No. 450. New York: Harper & Brothers, 1882. Pp. 300. Price 75 cents.

THE READER is a book which, like the "The Invasion of the Crimea," is a narrative of travel, but it is not a narrative of travel, it is a narrative of the mind. It is a book which, like the "The Invasion of the Crimea," is a narrative of the mind. It is a book which, like the "The Invasion of the Crimea," is a narrative of the mind.

To be in the thirteenth issue of "The Clergy Directory," 1883 (Thomas Bosworth and Co., London) is a book which, like the "The Invasion of the Crimea," is a narrative of the mind. It is a book which, like the "The Invasion of the Crimea," is a narrative of the mind.

which has been in use until it fills up the space between the two pieces of ironwork, and holds the rail tightly in its place. Owing to the vibration of the rail when a train passes, and also to the effects of the weather, these wooden keys often become loose; and, unless it is a common occurrence to see men inspecting their condition, and making them up with a long-handled hammer. A new form of metal key has just been introduced with a view to effect a more permanent and safer grip upon the rail, and the enclosed diagram will explain its nature.

It is the ordinary chair, in the rail which it supports, and the new key. This key is of similar shape, slanted from end to end, and having a tongue to which can be bent over against the chair, as shown. We do not know the cost of this key; but suppose that, as it is made of iron or steel, it must certainly be far more expensive



than the wooden block it is intended to supersede. Unfortunately, however, numerous inventions may be, and although it may greatly enhance the value of their property, these works include a new block of short rails, the widening of the gale when it crosses the latter blocks, and the erection of new slings, or resting places.

The Suez Canal Company has decided to expend a sum of money, not less than one million sterling, on works which will greatly enhance the value of their property. These works include a new block of short rails, the widening of the gale when it crosses the latter blocks, and the erection of new slings, or resting places.

Many years ago the great French experimenter, Becquerel, discovered that an electric current was generated when carbon was placed into fused sulphate. Dr. Frank, of La Rochelle, acting upon this knowledge, has constructed an electro-galvanic torch or candle, consisting of a mixture of carbon and sulphate. The carbon is inserted by hand, and is held in place by the addition of molasses. This rod is formed with sheet asbestos, and is placed into a metal tube, as in an ordinary candle's shape, and is held in place by the addition of a thick coating of asphaltum. Was it connected with the carbon wick and the metal holder, and as the torch burns a current is generated. The current is but feeble, but Dr. Frank hopes, by applying the principle to a battery of cells, of a great utility in carrying over the bells of the house, or in such like cases.

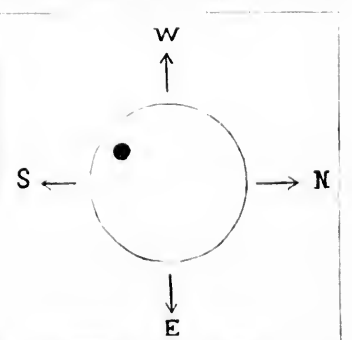
Dr. Alexander Murray has proposed a novel system of burial, which, while leaving the earth to its proper uses when at present, yet affords a means of being able to possess all the sanitary advantages connected with that ancient method of disposing of the dead. His system is simply to enclose the body in a capsule of glass, hermetically sealed to drive out the air from this capsule, and to replace it with a some acid, or some other gas of antiseptic properties. By these means the body would be preserved as well as if it had been entombed, and a burial could be effected, if required, for any period. The plan is ingenious, and in fact in certain cases prove to be very useful. But must it be thought that any process which delays the transition of the body to its original rest is a mistake?

The Vintners' Guild has proposed a novel system of burial, which, while leaving the earth to its proper uses when at present, yet affords a means of being able to possess all the sanitary advantages connected with that ancient method of disposing of the dead. His system is simply to enclose the body in a capsule of glass, hermetically sealed to drive out the air from this capsule, and to replace it with a some acid, or some other gas of antiseptic properties. By these means the body would be preserved as well as if it had been entombed, and a burial could be effected, if required, for any period. The plan is ingenious, and in fact in certain cases prove to be very useful. But must it be thought that any process which delays the transition of the body to its original rest is a mistake?

SHORTER NOTICES

THE TRANSIT OF VENUS

This remarkable phenomenon, which took place on December 6th last, and which will not occur again until the annual line now on the globe has long ceased to exist, was observed very favourably in



The Transit of Venus as seen from the Top of the Drukenberg Mountains, South Africa. At Durban there was a cloudless sky, and the view from the observatory was almost perfect. The observations at Cape Town and Wellington were also very successful. Our diagram shows the transit as seen through a smoked glass on the top of the

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Dakensberg Mountains, by Mr. Arthur Latta, son of Fort Hartley. The Dakensberg range forms the boundary between Natal and Eastland. Some of the mountains are over 6,000 feet high, and here several of the largest rivers of South Africa take their source.

SANDHOLE CASTLE

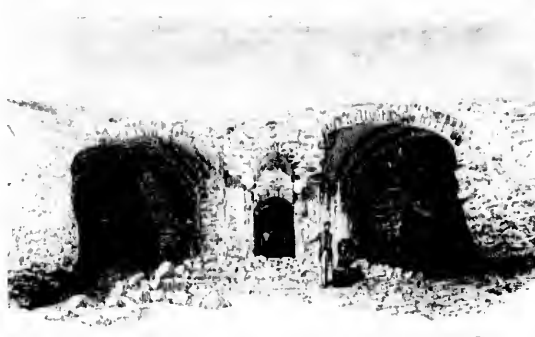
SANDHOLE CASTLE, near Durban, now being demolished, affords a remarkable proof of the solid building of our forefathers as compared to the swifly vanishing constructions of the present day. It was thought that the old fortress would be pulled down with the greatest ease. But, much to every one's surprise, the stones are so firmly caulked in cement, even stronger than the stones themselves, that the mason's pick is of no use whatever, and blasting has been adopted. A considerable portion of the work is done, and as the character of historical interest the materials are being taken to Dover Castle.



The Castle, West View

which, on the suggestion of the Archaeological Society, they will be used to construct a residence for the General commanding the S. E. district, the house being built at the tables' foot, near the old entrance of Dover Castle.

The castle was originally built in 1470 by Henry VIII, a flat stone wall towards the sea are twenty feet thick. It was originally surrounded by a moat, but the encroachments of the sea have removed all traces, and the wares now wash the castle walls. The castle appears to have been a fort for the purpose of two



The Ruins, East View

purposes, as when the Parliamentary Colonel Hutchinson was confined within its grim walls. "It was," says Mrs. Hutchinson, "a lamentable ruined old place." The colonel's prison had five doors in all, "all very black, and every time washed the foot of the walls. The castle formed one of three fortifications, the other two being at Deal and Walmer, erected by Bluff King Hal to repel any invasion, and consisted of an immense round tower in the center, connected with four lunettes or semicircular outworks, the whole being surrounded by a deep fosse, and having additional defenses



The Ruins, North-East View

and batteries towards the sea. The entrance was by a drawbridge and a gate on the land side. In the lower part of the central tower was a large bomb-proof vaulted apartment for the use of the garrison. Up to the time of its demolition the castle was under the command of a captain and lieutenant, who were subordinate to the Lord Warden of the Cinque Ports—Our engravings are from photographs by E. L. Bridge, Deal.

RECITING POETRY AND VERSE

MR. LEWIS AMOLD seems to have devoted himself to the task, in which no living poet was better entitled of expounding to English readers, through the medium of verse, the peculiarities of those principal forms of religion which prevail in Oriental countries. His first theology inspired his "Indian Song of Songs," an occasional poem, "The Light of Asia," the life and teaching of the semi-mythical Gautama, and also the subject of the work, and the author puts forward what may be regarded as a plea for Islam in "Deeds of the Faith," or "Islam's History." In doing this, completing the trilogy as originally designed, Mr. Amold has done a noble feat, the basis of the plea is sufficiently explained in the preface, and it need not here be dwelt upon, but the commendation of the "Prophets of Allah" is supposed to be the work of the author, the title being a translation of the word "Islam" from an Indian Mussulman to a natural version of sense.

It is not impossible that the work may suffer from the surpassing beauty of its immediate rendering, but we must own to a feeling of disappointment in the result. The subject is in itself less than usually attractive; however it may be, the fact remains that "Deeds of the Faith," as a whole, is a trifling affair. Some of the most interesting passages have been passed on the Koran, either by some who have attempted to profess to an English dress, and have had but with the decision that the translator's mind are by far the most interesting portion of the work. Able to do this, Mr. Amold has hardly done justice to his great poetical gift; the metrics selected are not always consonant with the genius of English verse, and in some cases even awkward; in many places the musical ear demands a more frequently recurring rhyme, and in one or two the supposed rhyme is one to the eye only, more especially in the case of the sonnets which are interspersed in each section. Still, there are of course many fine passages, and the world is so full of foolishness amongst the most effective of its kind, that it is not surprising to find "Deeds of the Faith" amongst the most effective of its kind. The "Deeds of the Faith" is a noble attempt at the translation of the sacred literature of the East, and it is to be hoped that the author will be able to do more of the same kind in the future.

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I want a capably executed and a popular. It is in an effort at an unsuccessful attempt to reproduce, in an English prose dress, both the matter and the spirit of the famous Persian epic, the "Shah Namah," and these tales of Eastern chivalry deserve to be shortly as familiar to all who have the wit to appreciate them as our own legends. I am to the humble peasant in more savage lands. What, for example, could be finer of their kind, or more suggestive, than what may be described, in old-world fashion, as "the best of the best," which, in an age when people are to be found who think of a sign of mental ascendancy to be shown in "the habit" of being to be feared that the appreciative audience will be more select than numbers. Yet even modern dilettante may pass at that sad, wild episode which Mr. Matthew Arnold has given us, though not the best version, viz., "Kutsum and Salrah," most pointed of all romances, saving our national one of "Ivan and Tatiana." Miss Zimmern's version has depended for her original upon the French version of Professor Mohl, has carried out her purpose with considerable spirit, and with a quick appreciation of the special requirements of the case, elected to present her version in to use her own words, "the simple language of the age of Shakespeare and the English Bible." Personally we should have preferred nineteenth-century English, as being not only simpler and purer, but more generally associated with romance; but the attempt, though not altogether successful, is passably worthy, and a move in the right direction. We submit to Miss Zimmern that such a phrase as "you would have said," would have been unknown to the period she has chosen; and that at no known period in English literature could such expressions as "neither did they say," or "his heart was so soft," pass muster even as decent manner, might we suggest, as an emendation of the former, "neither was she," and the latter, "his heart was so soft," is enhanced by two stanzas by Mr. Alma Tadema, of which the frontispiece, representing the shot of Prince Zal, is the finer. Mr.

L. W. C. also furnish a fine laboratory poem of some 100 lines, and it is to be hoped that the expectations aroused by his first volume may yet be fulfilled.

An unusually fine piece, whether considered from a point of a dramatic point of view, or "In a Day's Drama," by Augusta Webster (Kegan Paul). The author, hitherto, though glibly established for a number of years as the most thoughtful and successful of our poets of our time that is to say, a poetess, has descended upon the evidence of both health and love in this most pathetic of tragedies. It turns upon the Indian's Room law by which a slave's testimony in a court of justice was legal evidence only when given under the influence of torture. Myron, a wealthy young Greek, is a slave of an unscrupulous and cruel merchant, and his slave Klydon, when, at the eleventh hour, his purposes are defeated by a trial of charge of conspiracy brought before an avuncular judge who has in view his own profit. For a while the hero contrives, by his own prompt and manly action, to baffle his persecutors; but, on the fatal day of his trial, his former persecutors, Myron's avuncular father of Klydon, secretly determines to offer himself as a witness, and to submit to the terrible ordeal whereby his beloved master may be saved. Klydon, trusting in the night of her love, volunteers to share her father's self-sacrifice; overcome by nobly giving up his own life, the willing spot, and her devoted admissions, he is saved by his own hand. The limits of the play touch a very high point, when the despairing girl creeps home in agony of self-accusation to find herself clasped to Myron's heart, and to be his bride in death. That death scene to the sound of the boy's plaintive song is as fine as anything since Massing had done in the theatre. It is, if possible, the most exquisite to have a little bit of this fine work, but attention must be especially drawn to the following passages, viz., Klydon's prayer in Act II, beginning "Alas! to Heaven, the speech of Myron, "What is a slave, Father?—and, above all, the last scene of the play. Is there anything more to be drawn on the subject of Myron and Klydon would be characters at least as effective as Pygmalion and Galatea, for instance; and we believe this would be a splendid acting play.

"The Book of Songs," by Heinrich Heine, translated from the German by Stanley G. M. Storer, is taken as a whole, a very good attempt at a readable rendering of the sweetest and most of modern lyrics. We still hold to our often given opinion, that only in the world of English lyrics can any adequate rendering be given of Heine's songs, and that, in recognition to the fact, the worth of the author's rendering is evidently a matter of sympathy. Strangely enough, one of the best is the "Die Jungfrau schallt im Kummer," which has something of the crispness of the original, though that utterly untains the life of verse is, of course, a stumbling block.

It may be supposed that most of the plays mentioned in "The Songs of Heine and Progress," by John F. Martley, with the name of H. H. Shaw, first saw the light in the domain of our own press, they are of about the young standard of merit of such productions. The most ambitious piece is a satire, not wholly without cause, on the views of the day; only we should have supposed that some of the best of the best is the "Die Jungfrau schallt im Kummer," which has something of the crispness of the original, though that utterly untains the life of verse is, of course, a stumbling block.

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Why did the huge crowd suddenly glaze? Was Christendom's unbelonging, empty and cold, a sign of the old world's gloom, who expected to enjoy the average's weariness, or merely a means of caparousing, flashing that weakness by a little white exercise?

As for "Othello and Desdemona, and Other Poems," by William Freilack Stevens (Holt, Rinehart, & Co.), we are still in doubt whether to mention it as a rather heavy burden of unimpeachable poetry, or as an excellent. The chief pieces possess a high degree of beauty and hope, the latter of which persons who are not very remarks.

After perusing this carefully, trying to parse or to analyze it, and giving up either attempt in despair, we read the following couplet to be stamped by the following dark saying on the page of the antagonist—

Sooner, ye might say,
I'd rather be a man
For ever woe as a man,
And woe the more, for ever woe as a man.

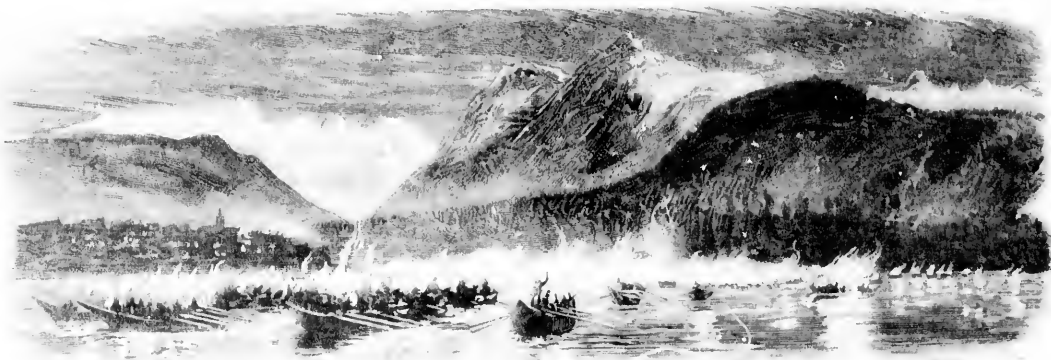
Laura Matilda is the "Person of Quality" seemed to be mentioned; yet we doubted. But, alas, when Othello the cave-dweller came to light, he only darkened the mystery by a further one, his indignation, as if he was with an eye for an eye, and the result of the superlative degree. But all three agreed in two things, viz., a being unintelligible to ordinary mortals, and in talking, perhaps, the worst blank verse that ever was written. We will give but one typical passage in justification of our assertions:

Behind a fair wain and the valley,
I held a light disc over and under,
The low night-bird, who'd cry on the
A music has descended, and a cry,
Impel, ye star dreams, on me, on me,
Kiss and embrace in the full of the
Kiss and embrace in the full of the
Kiss and embrace in the full of the
Kiss and embrace in the full of the

It would be hard to decide whether this recalls, in so far as the speech of the lady in the act who called the Mother of the Mexican God, or that female passage from "Othello's Othello," "Go, call a coach, and let a coach be called," &c. Of the shatter pieces



THE LAKE OF THE MARQUIS



THE RAFTS ON THE SALMON RIVER



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